

LIGHT WINES
FOR
HOT WEATHER.
CALIFORNIA
HOCK & RIESLING.
10.50 PER DOZ. QUARTS.
H. PRICE & CO.
15, QUEEN'S ROAD.

Hongkong Daily Press.

ESTABLISHED 1857

No. 13,466 甲子年五月廿日 星期十二 晴光 HONGKONG, FRIDAY, MAY 10TH, 1901. 伍肆仙 一月伍年零百九千零九百零九香港

PRICE, \$24 PER MONTH

WATSON'S
"E"
VERY OLD LIQUEUR
SCOTCH WHISKY.
A. S. WATSON & CO.
LIMITED,
THE HONGKONG DISPENSARY.
[1683]

CUTLER, PALMER AND CO.
WINE-SHIPPERS SINCE 1815.
Who have consigned their Brandy to Hongkong
for over half a century.
Apply to G. C. ANDERSON,
Hongkong, 15, Praya Central.
[47]

JOHN WALKER & SONS
FAMOUS
KILMARNOCK WHISKY.
This World-renowned
Fine Old Highland Whisky
Sole Shippers—CUTLER, PALMER & CO.
is obtainable in Hongkong, of their Agents
SIEMSEN & CO.
Hongkong, 1st January, 1901. [49]

CUTLER, PALMER
& CO.'S
PRICE \$10.75 PER DOZ.
NET

of Selected
Distillations of the
Finest Scotch Whiskies
Apply to
SIEMSEN & CO. Hongkong. [48]

HONGKONG HIGH-LEVEL TRAM
WAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.
7.30 a.m. to 8.00 a.m. Every 10 minutes.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.00 a.m. Every 10 minutes.
9.00 a.m. to 10.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.30 p.m. to 5.30 p.m. Every 15 minutes.
5.30 p.m. to 8.00 p.m. Every 10 minutes.
NIGHT CARS.
8.45 p.m. to 9.45 p.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 15 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
1.10 p.m. to 5.10 p.m. Every 10 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 7.00 p.m. Every 10 minutes.
7.00 p.m. to 8.00 p.m. Every 10 minutes.
NIGHT CARS on week days.
SUNDAYS.
Extra cars at 11.30 p.m. and 11.45 p.m.
SPECIAL CARS by arrangement at the Com-
pany's Office, 38 & 40, Queen's Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st April, 1901. [508]

VICTORIA
CYCLE
EMPORIUM.
THE pleasure of cycling consists in having
the first class Machine, and the above Es-
tablishment is always leading in this respect.
We are Agents for the famous "NEW
HOWE" and "MONOPOLY" CYCLES,
and we also supply Bicycles of every description.
Bargains can be had in second hand Machines.
Repairs executed with promptness and skill.
Engaging a specialty.
MCKEEBY & CO.
49 & 50, Queen's Road East.
Hongkong, 4th April, 1901. [504]

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
\$5.00 per cwt of 70 lb. bags.
\$1.00 per bag of 250 lb.
SHEWAN, TOWNS & CO.,
General Managers.
Hongkong, 1st July, 1901. [5102]

WILLIAM MACLEOD, D.D.S.
DENTIST.
BE CONSIDERED ARCADE
(Opposite Hongkong & Shanghai Bank).
Hongkong, 10th November, 1900. [576]



V.O.S.

OLD VATTED SCOTCH WHISKY.

COMPOSED ENTIRELY OF THE FINEST PRODUCTS OF HIGHLAND DISTILLERIES, THOROUGHLY MATURED IN SHERRY CASKS. THE GREAT AND EVER INCREASING POPULARITY THIS BLEND HAS ACHIEVED BOTH AT HOME AND IN THE FAR EAST ARE IN THEMSELVES GUARANTEES OF ITS EXCELLENCE.

SOLE AGENTS—

CALDBECK, MACGREGOR & CO.

15, Queen's Road, Hongkong, 7th May, 1901.

WINE AND SPIRIT MERCHANTS. [45]

COTTAM & CO.

JUST RECEIVED

MANILA HATS

LADIES AND GENTLEMEN'S. [46]

WATKINS, LIMITED

66, QUEEN'S ROAD CENTRAL, HONGKONG

CHEMISTS

AERATED WATER MANUFACTURERS

WINE AND SPIRIT MERCHANTS

CIGAR DEALERS

COMMISSION AGENTS, &c.

PHOTOGRAPHIC

PLATE MANUFACTURERS AND CHEMISTS,
EASTMAN KODAK'S FILMS AND ACCESSORIES,
DEVELOPING AND PRINTING UNDERTAKEN.

A. CHEE & CO.,
174, QUEEN'S ROAD, HONGKONG. [464]

THE VICTORIA DISPENSARY

HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

SARSAPARILLA.

TONIC WATER.

GINGER ALE.

RASPBERRYADE.

LEMON SQUASH.

SPECIAL TERMS to Hotels, Clubs, Messes and other large consumers. [439]

LANE, CRAWFORD & CO.

OF all kinds imported direct from Crofts and Blackwell, Lazenby, Barnes, &c., MONTHLY.

Freshness guaranteed.

WINES and SPIRITS of Best Quality only.

SPECIAL AGENTS FOR

AYAS—CHAMPAGNE, Red Seal PORT, House of Commons and Buchanan's Blend WHISKY, Napier Johnson's Square Bottle WHISKY.

MANAGERS FOR

Hongkong and China STEAM BAKERY.

English, French, Twisted, COTTAGE and WHEATEN BREAD.

CAKES Freshly made daily.

BISCUITS of all kinds.

WEDDING CAKES a speciality.

N.B.—All Bread made from the Choicest Bakers Extra Flour. Bakery near Happy Valley. [488]

CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.

Their Brandy are favourably known all over the World.

The following are some of their Stocks with the undersigned:

SUPERB OLD COGNAC,

C.P. & Co.'s INVALIDS' PORT

\$22.50 PER DOZ.

Distinguished by 4 Stars on the label.

ANOTHER FINE COGNAC, \$16.75 per doz.

Less old than the above.

THE ELITE OF WHISKY.—

THE "PALL MALL,"

\$20 PER DOZ.

11 Years old; the finest quality shipped.

Each bottle bears an Analyst's certificate.

C. P. & Co.'s OWN SPECIAL

BLEND WHISKY,

\$10.75 PER DOZ.

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS, THEY ARE UNEQUALLED AT THE PRICE

AGENTS—SIEMSEN & CO., HONGKONG. [476]

LA TORRE SHERRY,

\$16.75 PER DOZ.

A natural and most pleasant wine to the taste.

BENEDICTINE LIQUEUR—

D.O.M.

\$39.75 PER DOZ.

AGENTS—SIEMSEN & CO., HONGKONG. [476]

WING CHEONG,

Dealers in

PEARLS, DIAMONDS,

CURIOS, JADESTONE ORNAMENTS,

BRONZES and CARVED IVORY WARE,

FINE SILKS and GRASSCLOTHES

General Exporters of

ANISEED and CASSIA OILS,

&c., &c., Stock always on Hand.

AN INSPECTION IS RESPECTFULLY SOLICITED.

Note.—We beg to announce that we also

Buy all kinds of Curios at Moderate Prices.

1 & 3, D'AGUILAR STREET

(Behind Hongkong Dispensary). [486]

Hongkong, 18th April, 1901. [486]

W. BREWER & CO.

NEW BOOKS AND NEW EDITIONS.

Chatsworth, by Swales \$2.25

A Bid for a Comet, by Author of A

Woman in Grey 2.00

NEW STOCK.

AYER'S and FORRESTER'S TENNIS

BALLS.

TENNIS RACQUETS.

TENNIS NETS.

TENNIS POLES.

LAWN BOWLS.

CRICKET GOODS.

RACE GAMES, &c., &c.

23 & 25, Queen's Road, Hongkong. [487]

JUST RECEIVED

BREWERY—KARL GREGORY.

[4 DOZ. QTS. 6 DOZ. PINTS.

PILSNER BEER (HOCK BOTTLE) \$13.00 \$13.00

PILSNER BEER (ALE BOTTLE) 12.00

MUNCHENER BEER 14.00 14.00

Apply to—

G. GIRAUT. [485]

REMINGTON TYPEWRITERS

WITH ALL REQUISITES.

SIEMSEN & CO.

500] SOLE AGENTS.

THE CLUB HOTEL, LIMITED.

NO. 5-B, BUND, YOKOHAMA.

THE above Hotel, with 70 Rooms, is centrally situated, faces the Harbour, and offers all the comforts of a home. The Cuisine is in charge of a French Chef. The Manager's wife devotes herself specially to the welfare of the Lady guests.

All Passenger Steamers are met by the Company's Steam Launch.

Telegrams addressed to "CLUB HOTEL," Yokohama, will ensure the attendance of the Hotel Commissioner at the Railway Station to meet arriving guests.

Terms from Yen 4.00 per diem upwards. Special terms for a prolonged stay.

A. H. CAMPBELL,

(Late of the Florence Hotel, Kandy, Ceylon),

MANAGER. [1166]

Hongkong, 3rd May, 1901.

CHAMPAGNE "MONOPOLE."

INTIMATION.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

THE LEADING MANUFACTURERS
OF
AERATED WATERS
IN THE FAR EAST.THE MOST PERFECT SYSTEM OF
FILTRATIONof the Water is employed, guaranteeing
ABSOLUTE PURITY,
which is confirmed by repeated reports from
the highest expert authorities.WATERS Manufactured by us are
acknowledged by the principal English
makers to be equal to those of their own
production.MANUFACTURED UNDER EXPERT
ENGLISH SUPERVISION.

Special Terms to large consumers.

A. S. WATSON & CO.,

LIMITED,

THE HONGKONG DISPENSARY.

The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 10th May, 1907

WHEN Mr. OSBORNE at Wednesday's special meeting of the Sanitary Board expressed his opposition to the carrying of plague patients through the streets and thought that the continual sight of dead-boxes and ambulances was inimical to the public health, we feel sure that he was voicing the opinion of the majority of the European residents at least. Dr. BELL thought otherwise, and had seen Chinese laughing and smiling when a dead-box was carried past. Now even if we grant Dr. BELL's assumption that the Chinese do not mind the sight, how does this affect the fact that the European residents do mind, some of them very strongly. We agree with Mr. OSBORNE that it is very unwise always to hold before people's eyes evidence of the existence of plague. Some other means of conveying the dead bodies than in ominous-looking boxes through the principal streets of the Colony would be more decent, and would have a better effect on the public mind. Is it not a fact that bodies of Europeans who succumb to the plague are carried by launch? And is there any reason, apart from the slight expense, why Chinese bodies should not be treated the same way?

On the question which the Sanitary Board was actually called together to consider it is not necessary to say much. The Board was all but unanimous in rejecting H.E. the Governor's suggestion, and the general opinion was that, however such a measure as that suggested might work in Hainan, it could not safely or with advantage be put into operation here. His Excellency put forward the proposal for an experiment to be tried at Yau-nam, the patients to be kept "under proper supervision." The last words are important, for it is here that the scheme must break down. As the President of the Board pointed out, there is no subdivision of the houses where it was proposed to try the experiments, and consequently no means exist of isolating patients. In separate small houses—little more than huts—the scheme might be worth trying; but the conditions of Hongkong are totally different. The chance of the individual patient's recovery might be increased by his not being disturbed, but he would be a source of disease to all around him.

The French mail of the 8th April was delivered in London on the 9th instant.

Mr. E. C. Werner, H.E.M. Consul at Kiung-chow, has been appointed Consul for Pekin in addition to his present post.

During the 24 hours ending at noon yesterday there were reported 17 fresh cases of plague, with 15 deaths (all Chinese).

Mr. E. D. H. Fraser, H.E.M.'s Acting Consul-General at Hankow, was expected to arrive at Shanghai on the 6th inst. on sick leave.

An inquiry at the local office of the P. & O. S. N. Co. yesterday, we were informed that nothing further had been heard from the scene of the wreck of the steamer Sobrasa.

It is stated that the Province of Szechuan having been ordered by the Government to subscribe 500,000 taels within a certain time, the Governor laid off with 7,000 taels. The officials are expected to raise 200,000 and the gentry and people 300,000.

To-day is the anniversary of the occupation of Port Hamilton by the British in 1855. Japanese reports have been busy during the past few weeks with tales of a re-occupation of the place by Great Britain, but without any apparent foundation.

The steamer *Haiching*, Messrs. Douglas Lapraik & Company, arrived from coast ports yesterday, and proceeded at once to Kowloon Dock to be fitted up as a transport. The *Haiching* has been chartered to convey some of the Indian troops back to Calcutta.

It is not known yet, says the *Englishman* (Calcutta), whether further reductions in the China Expeditionary Force are contemplated in the near future. Any recommendations by General Gaselee on this point will be considered by the Home Government.

Steps have been taken, probably on account of Lord Curzon's expected autumn tour to Burma, to have the mausoleums of the several departed Kings of Burma situated in Shwabo, Ammerapoora, and Mandalay, renovated. The Burmese are said to be quite jubilant over the matter.

In a case at the Supreme Court yesterday in which Mr. Samuel Maggett sued Messrs. Lane, Crawford and Co. for £1,000 damages for alleged wrongful dismissal, Mr. J. S. Hartson appearing for plaintiff, and Mr. H. E. Follock, K.C. (instructed by Messrs. Deson and Hastings) for the defendant firm, judgment was entered for the latter.

The proceeds, after paying expenses, of the recent concert given in the Hon. C. P. Chater's Bungalow, Kowloon, by the members of St. John's Cathedral Choir on behalf of the local work of the Missions to Seamen, amount to £238.25. A cheque for this amount has been sent by the Hon. Secretary of the Choir to the Rev. J. H. France, the energetic and popular chaplain of this most deserving Mission.

Owing to last year's scarcity of rain at Peking, say the northern vernacular papers, the storing of ice was very scanty. Hence the wants of the thousands of foreign troops stationed at Peking during the summer will be difficult to supply. A Chinese merchant is going to Shanghai to buy the necessary machinery to make soda-water. He proposes to erect his works on the old site of the temple to the Goddess of Mercy!

A South Indian currency reform league has been started with Mr. R. H. Elliott, a well known planter, as President, and Mr. J. B. Russell, of Bangalore, as Secretary, with the object of agitating for re-opening the mines in order that producers in India may be put on an even footing with their competitors in other countries, and that the silver ornaments of India may be restored to their original value, the value of the rupees melted down to make them.

We have received the February and March number of the *China Review*, which contains as usual many articles of interest. Among them is a description of "Macao in the Early Days" by Mr. C. A. Montalto de Jesus. Mr. L. C. Arlington writes on "The Ceremony of Disinterring in China," Mr. Alabaster's "Illustrations of Chinese Criminal Practice" are contained. The Editor has several noteworthy items in the magazine, the history of the Early Turks reaches its fourth part, and Mr. T. K. Desley reviews Mr. Parker's *China*.

We are requested to state for the information of the Portuguese community of this Colony, that Consul-General A. G. Romano, Portuguese Consul-General at Hongkong, has been informed by the Acting Colonial Secretary that the Rt. Hon. the Secretary of State for the Colonies has laid his letter of condolence on the occasion of the late Queen Victoria's death before H. M. King Edward, who has commanded him to convey to Consul-General Romano the expression of his Majesty's deep gratitude for the sympathy of the Portuguese Community of Hongkong with him in his bereavement.

There was quite a flutter at Newchwang on Sunday, the 21st April, says the *Shanghai Mercury*, the occasion being the arrival of the steamer *Leopold*, Captain Johns, the first vessel flying the dragon flag astern and the C.M.S.N. Co.'s flag at the fore since the Russian occupation of the port. As soon as she arrived she was boarded by the Russians, who placed an armed guard on board and searched the vessel, the object being stated at the time as being to confiscate the vessel. But the representations having been made of the absurdity of such in view of the fact that war had not been declared against China, this was forgotten, and the vessel sailed on the 25th safely.

TELEGRAMS.

DAILY PRESS SERVICE.

FROM OUR CORRESPONDENTS.

GENERAL NEWS.

LONDON, 8th May, 7.40 p.m.

THE COAL TAX.

The Miners' Conference has decided not to recommend a general stoppage of work in the mines. If any district, however, be required to submit to a reduction of wages, a General Conference will be called to consider the question.

THE PHILIPPINES.

Mr. Root has cabled to General MacArthur to reduce the U.S. army in the Philippines to 3,500 men. General Chaffee succeeds to the supreme command in June.

LEYLAND LINE TRANSFER.

The shareholders of the Leyland Line have consented to the sale of their vessels to Mr. Pierpont Morgan.

SHANGHAI RACES—SPRING MEETING.

SHANGHAI, 8th May.

CONCORDIA CUP (China Ponies).

Mr. Marius Pandur ...
Mr. Macpherson's Kitchener ...
Mr. Jay's Disney ...
Time, 3.26 2/5.

SHANGHAI STAKES (China Ponies).

Mr. J. M. D. Touch-me-not ...
Mr. King's Amphia ...
Mr. Ganval's Uprise ...
Time, 3.30.

FLEMINGTON CUP (Walers).

Mr. Tooves' Silver Spur ...
Mr. Bruce Robertson's Mother Superior ...
Mr. Black's Bluebell ...
Time, 1.55 3/5.

SCOTCH STAKES (China Ponies).

The Maori-Danes' Vanity Fair ...
Mr. Buxey's Rose of the Boses ...
Messrs. Elphinstone and Macpherson's Black Pearl ...
Time, 1.55 3/5.

SHANGHAI, 9th May.

GREAT NORTHERN PLATE (China Ponies).

Mr. G. H. Potts's Desert King ...
Mr. Crawford's Esperance ...
Messrs. Eric and Ralph's Haedrulab ...
Time, 1.56 2/5.

RACE CLUB CHALLENGE CUP (China Ponies).

Mr. Toog's Conon ...
Mr. Kanuck's Porcrai ...
Mr. Henry Morris's Snowberry ...
Time, 2.35 3/5.

COMMONWEALTH STAKES (Walers).

Mr. Black's Advance ...
Mr. Tooves' Silver Spur ...
Mr. Hopfels' La Plata ...
Time, 2.42 4/5.

PABLI-MUTUEL STAKES (China Ponies).

Mr. Ganval's Uprise ...
Mr. G. H. Potts's Forest King ...
Mr. Macpherson's Kitchener ...
Time, 3.38 4/5.

YANGETZ CUP (China Ponies).

Mr. Oswald's Dunlea ...
Mr. Raby's Briefless ...
Mr. Elphinstone's Merrylegs ...
Time, 4.49 3/5.

MANCHU STAKES (China Ponies).

Mr. Macpherson's Kitchener ...
Mr. Buxey's Rose of the Boses ...
Mr. Hanse's Beta ...
Time, 3.03 3/5.

CONSOLATION CUP (China Ponies).

Mr. Crawford's Esperance ...
Mr. G. H. Potts's Forest King ...
Messrs. Eric and Ralph's Haedrulab ...
Time, 2.32 1/5.

CHAMPION SWEEPSTAKES (China Ponies).

Mr. Duplex's The Dealer ...
Mr. John Peel's Set ...
Mr. Kanuck's Ichinura ...
Time, 2.04.

REUTER'S SERVICE.

LONDON, 7th May.

THE COAL DUTY.

The House of Commons has agreed to the Coal duty by 333 to 227.

SOUTH AFRICA.

The Times considers it indispensable to send fresh troops to South Africa. Letters of its correspondents show that unless the war be finished by September, it will be continued for another year.

LONDON, 7th May.

THE THREATENED SIEGE OF COAL-MINERS.

The prospects of a strike of coal-miners are considered remote.

SOUTH AFRICA.

The average number of cases of typhoid in the Army in South Africa during January, February and March last amounted to 2,096, and the average deaths to 353.

The Boers have re-occupied Boesmanskloof.

THE HONGKONG DAILY PRESS, FRIDAY, MAY 10TH, 1907

REVIEWS FROM THE

CHINE, HER HISTORY, DIPLOMACY AND COMMERCE.

By E. H. PARKER. London: John Murray.

Mr. Parker writes, as may be expected from one with his knowledge of the subject, on the weakness of the Chinese financial system. He thinks it is a system "rotten to the core, dilapidated and bankrupt" and should be swept away, root and branch. Until there is a sound currency, a European accountancy in all departments, and a system of definite and strict law, all reform is hopeless to look for. We think so too. The chapter on the Salt Gabelle, Lewis and the Army will be found of much interest, whilst under the head of "Personal Charactristics" Mr. Parker presents a very enteraining and realistic account of the Chinese people. He is not impressed with the qualities of the military Marshals; he believes them to be more gentlemanly and jovial than the Chinese, but lacking their severity and business ability. Concerning the Chinese character, the author is certainly appreciative by comparison. He agrees with the universal belief that the Chinaman is a liar, who differs only from the European in that respect in the matter of motive. The Chinaman "is not so nice and particular about the truth as we are, and that is about the measure of my condescension." On the other hand, he is not nearly so hypocritical. Mr. Parker was fortunate that during the whole of his life in China he was never robbed of anything. He qualifies the eccentric of a Chinaman being dirty: his cleanliness depending upon his geographical situation. "The nastiness of the Chinese," he thinks, "is in form rather than fact; for instance my servants used, at a pinch, to wipe my dishes with their sleeves or coat-tails; blow down the spout of my teapot in their anxiety not to keep me waiting for a drink; themselves take a swing from the spout; draw the said coat-sleeve across their noses; wipe their faces after washing with a pair of trousers, a coat-tail, or the lining of a hat; spend hours hunting for body vermin (a favourite Chinese pastime); and so on. But, for all that, I do not call them dirty beyond the ordinary, really perceptible. It was done, about immediately by the treatment." Witness did not hear any other orders from the captain, but the captain had given the orders to "let go" the anchor. Witness waited with the men to pay attention to the anchor, and could not see the *Hengchow* or *Glenyle* was doing. When fathoms were paid out both the ship and port anchor were hoisted up to the hawse pipe. At the moment of collision the anchor chains were running aft of the *Hengchow*. Witness held a master's certificate for date February, 1907, London. The blue peasant was run up on the *Hengchow*, but witness did not see when it was hoisted.

Cross-examined by Mr. Sharp. Witness did not see the *Glenyle* until he whistled at that time they had passed Kowloon Point, but how far he could not say. The distance between the *Glenyle* at that time was about twelve hundred feet. He did not remember hearing the *Hengchow* whistle but would not say that she did not. When witness first saw the *Glenyle* the fact that she whistled seemed to indicate she was under way, but his own observation did not convey any impression. The distance between the two ships when the people were issued to let go the *Hengchow* anchor was between three and four hundred yards.

By Commander Blackburn. Both anchor chains were broken at fifteen fathoms. The anchor, witness thought, must have dragged.

There was no motion of a strain on the cables.

By his Lordship. Witness could not say what interval there was between the letting-go of the port anchor and the collision. He could not say how far they were from the *Glenyle* when the port anchor was let go, but there was time to run out fifteen fathoms of chain, screw up the bow, and get clear of the fo'c'sle head. Witness saw a collision was inevitable when the anchors were let go; he took it that that was why the order was given.

By Sydney Horner, second mate of the *Hengchow*, said he was on the bridge at the time of the collision on duty. He first noticed a red-finned steamer, amongst others, shortly after the *Hengchow* rounded Kowloon Point. He was using glasses, and when he saw her he spoke to bring her parallel with the *Hengchow* bow. The *Glenyle* (the steamer with the red funnel) was flying her house flag, and appeared to be moving. When he came round Kowloon Point witness noticed an open channel in front, on each side of which ships were moored. He could not say on which side the *Glenyle* was lying. Witness did not recollect hearing the *Hengchow* whistle, but the *Glenyle* gave a short blast. She was then about two points on the *Hengchow*'s starboard bow, and about three or four hundred yards off. At the time witness heard the whistle the *Hengchow*'s engines were going slow. Witness was giving the signals to the engine room. As soon as the *Glenyle* whistled the engine room "Halt" and "both anchors." Witness could not be sure whether the anchors were raised or not. He was ordered to let go the anchor, and he did so. Immediately, "Full speed astern," was given, and the engine room followed. Witness saw the helm put over, and the anchors were let go as quickly as possible. He could not say the time between the whistle and the collision. It was his first voyage as second mate.

By Mr. Sharp. The *Hengchow* was just rounding Kowloon Point when the *Glenyle* was sighted, and was three or four hundred yards off, when the latter steamer whistled.

Witness was of opinion that the *Glenyle* was practically stationary; she may have moved back and forward, or she may not have moved at all, before the collision. The *Hengchow*'s helm was put hard over immediately.

Witness saw the helm put over, and the anchors were let go as quickly as possible. He could not say the time between the whistle and the collision.

Eben Holden. By IRVING BACHELIER. London: T. Fisher Unwin.

Eben Holden is an American story, and abounds with expressions like "I swam," "Shucks!" "Get!" etc. The central character is not Eben Holden himself, but a small engine he whom he looks after and who ultimately gets engaged, right on the Northern side of the Civil War, and marries. The story is vigorously written

way was stopped before the collision. From the time she was first sighted witness did not keep the *Glengyle* specially under observation.

William Lamond, second engineer of the *Hangchow*, said he was on duty in the engine-room at the time of the collision. The third engineer was not on duty, but the chief engineer was standing by. Coming in on that day witness made a note in his log-book of the times at which the different orders were given. That for "Half-speed" was 4.45, and the order "Stop" was given at 4.51, at 4.58 "Slow" and "Full speed astern" were given at 4.59. The orders were promptly executed. It would have been quite speaking about ten seconds to start the engine over. At 4.58 the ship started, the impact being felt in the engine-room. At 4.57 the order was given, "Stop." The first three entries were made by the witness, the others by the chief engineer. The entries by the witness were made at the time, those by the chief engineer, later, in his room, in witness' presence. The times for the orders were correctly entered. Witness joined the *Glengyle* in March last.

By Mr. Sharp. Witness was positive that some words had not been omitted in the Mr. Francis. I submit, my Lord, it has simply been omitted.

His Lordship.—I think it is omitted.

Witness.—We have great minds, / know, in the engine-room.

The log was passed from his Lordship to Commander Blackbourn, and then to Captain Anderson, being ultimately handed back to Mr. Sharp.

Mr. Sharp.—When you took this log to the chief engineer's room, was there any writing or figures there?

Witness.—I have already answered that.

Mr. Sharp.—Will you answer it again?

Witness.—I have already answered that.

Mr. Sharp.—Will you give me a definite answer, Mr. Anderson?

Witness.—I have already answered that.

His Lordship.—You understand the question.

Witness.—There was no writing, there may have been a line down.

By Mr. Francis.—The time given for the collision was correct. Witness had first noted the time on a board in the engine-room, as well as other officers.

By his Lordship.—Witness could not say why the chief engineer made the two entries in the log instead of leaving it to be done by a usual witness, unless it was because the entries related to a collision—a rather important event. The chief engineer took the time of the collision from his own knowledge. He was in the engine-room from the order to "Stand by."

By Mr. Francis.—When the order to "Stand by" was given, witness still remained in charge, although the chief engineer returned to the engine-room.

John Wedge Williams, chief engineer of the *Hangchow*, was next examined.

Case proceeding.

CORRESPONDENCE

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

BENEVOLENCE AND THE DESTITUTE

TO THE EDITOR OF THE "DAILY PRESS": Hongkong, 9th May.

Sir,—Hongkong, like many other cities, always has its share of unfortunate, more or less drift into it from all over the world, who meet you at the hotel and street corners with their pitiful heart-rending stories of shipwreck and hardship. And while there are those who may have lost their ship and may be worthy of aid, yet there are others who never will be anything else than "shipwrecked sailors" as long as they can touch the hearts and pocket-books of an unsuspecting public, and make an easy living by it.

The writer, who has had years of experience as a mission-worker, would through this letter to give a little kindly advice to one and all to ask to give a little kindly advice to one and all.

A case came up the other day which leads him to do so. A man came to the Mission, "The Seamen's Star Coffee House," and begged to be arrested the defendant at his residence, 60, Hollywood Road, at 10.30 a.m. on the 3rd inst., because he was starving. The meal was gladly furnished, and a little advice given to the "unfortunate." The man went from the "Star" to a certain business man of our city, and that gentleman gave him about \$1.50 or two dollars in cash. That money the "unfortunate" squandered in drink, and when he returned to the "Star" drunk and abusive, asking for his supper, he boasted of his good luck. Now if the good people knew the errors of giving away money, and where that money is spent, they would hesitate before giving more. When a man out of luck is given money, in nine cases out of ten, that money is spent in whisky. But on the other hand if the man were given a "bit" for meals or lodgings, they would be furnished him.

Now if the benevolent people will please consider this, and will give "bit" instead of cash, when they wish to help, they will not only confer a blessing on the poor wretches, who are (many of them) drinking themselves to death, but also on a hard working man who has to deal with those cases after they have been turned out of the "Star." Yours, etc.

STAR COFFEE HOUSE,

MISSIONARIES IN CHINA

TO THE EDITOR OF THE "DAILY PRESS": Hongkong, 8th May.

Sir,—Your "Occasional" Correspondent adheres to the course of action "still helping on my daughter," he has, doubtless, promising her a nest, but he should really stick to fact. I did not say that they intended to use dynamite. I said that I had heard that dynamite would have been necessary to break into the tomb—thinking it would have gone and would be understood by any one as descriptive of the massive nature of the treasury, so his kind instruction as to the history and nature of dynamite is not much to the point.

His list of authorities, the opinion of some, and the reported opinion of others, and what several Consuls and their friends, are all tempting subjects for examination, but to what end? His claim however of the "Astute Chinese statesman" (Hui Hing-ching for choice), synonym for veracity and open-mindedness, is almost convincing, and would have been quite

so with appended extracts of characters from "Truthful James" and "Mincellaneous."

I am not "angry" that I know of. I only wish to impress on people that before they listen to the seductive whisperings of the successive "scribblers" and "blarneyists" print with various accusations and charges against missionaries, they should at least first try to acquire an elementary general knowledge of the subject which might at times prevent them saying "the thing which is not." If your O. C. would read the letter from S. G. Tops in the *China Mail* of last week (that is if he can do so without the Corson Collins getting into it like the head of King Charles troubled Mr. Dick) he will find a temperate setting out of the matter and no undue claim for his bogey "official protection."

The blind faith which he attributes to me—I fear I must disclaim such things—are the blessed privilege of youthful simplicity, which the passing years grind out of one all too soon.

No, I have rather a feeling of admiration at your correspondent coming forward with his project for a "durable peace"; it is somewhat as if he bravely advanced with a teaspooon of medicated water to put on a burning house and obtain a "durable" extinction, or putting a square inch of sticking-plaster on a broken leg.

The intention is good, there is a certain relation between cause and effect, but the result is disappointing like that of the late Mrs Parlington's celebrated demonstration of the impossible.

I hope he will go on "occasionally corresponding" with portions of good advice in times of crisis.

The few of such from his facile pen will never be knowingly interferred with again by yours, &c.

C. V. L.

POLICE COURT.

Thursday, 9th May.

BEFORE MR. HAZELAN.

ARMED.

The Captain Superintendent of Police, on the morning of the 7th inst., had reported to him an officer at the Royal Engineers mess, in Queen's Gardens, that his servant had abandoned and that a watch and chain and were missing from the officer's room. The Superintendent heard that the servant had gone to Macao, and he immediately wired to the authorities there a description of the servant and also of the watch and chain.

Several of the servants employed by other officers living at the mess were cross-examined at some length by Capt. May.

There is an application under the treaty of Portugal with Great Britain for the extradition of the wretch. The case is adjourned pending enquiry.

THE CHARGE AGAINST INSPECTOR MILLS.

The hearing of the charge of manslaughter brought against Stanley Inspector Mills was resumed.

His Lordship.—You understand the question.

Witness.—There was no writing, there may have been a line down.

By Mr. Francis.—The time given for the collision was correct. Witness had first noted the time on a board in the engine-room, as well as other officers.

By his Lordship.—Witness could not say why the chief engineer made the two entries in the log instead of leaving it to be done by a usual witness, unless it was because the entries related to a collision—a rather important event. The chief engineer took the time of the collision from his own knowledge. He was in the engine-room from the order to "Stand by."

By Mr. Francis.—When the order to "Stand by" was given, witness still remained in charge, although the chief engineer returned to the engine-room.

John Wedge Williams, chief engineer of the *Hangchow*, was next examined.

Case proceeding.

IS DE WET MAD?

A German correspondent states that De Wet the notorious Boer leader, is now so insane, and displays such acts of unreasoning cruelty, that his men threaten to kill him.

LATE TELEGRAMS.

NEWS VIA AUSTRALIA.

THE WAR IN SOUTH AFRICA.

Adelaide, 12th April.

BOETHA AND THE PEACE QUESTION.

A Reuter's telegram states that Botha has signified his readiness to re-open negotiations with Lord Kitchener for the purpose of concluding terms of peace. It is stated that

Botha's recent conference with Stey's and the noted De Wet has had the effect of convincing him that the latter is insane and not responsible for his actions, and that his old influence as a Boer leader is rapidly on the wane.

The London Times, commenting upon the above, states that Botha cannot now expect the same liberal terms previously offered, and opines that the fact of this attempt to have peace negotiations re-opened in either another treacherous ruse to obtain breathing time, or an indication that the Boer leaders at last recognize the hopelessness of their situation.

THE REPORTED NEGOTIATIONS.

With reference to the reported new peace negotiations Reuter's correspondent states that Botha is fully prepared to act in the matter for the entire forces.

The Times, however, places considerable doubt upon this assertion.

The Journal des Debats, a leading Parisian

newspaper, writes that it is impossible for the Boers to gain anything by a further and protracted resistance, and that the sooner they

acknowledge they are beaten, and act accordingly, the better it will be for them.

DESEIGNE GARRISON RESCUED.

The British garrison at Keppel, a town in the Orange River Colony, has been in a most perilous position for some time past.

The Boers isolated the garrison, which had to be placed on very short rations as a consequence.

A force under Lord Erol, however, succeeded in relieving the besieged garrison, which was withdrawn, and the fortifications destroyed to prevent the enemy making use of them.

BONE CORRECTION.

Boer leaders in the Zoutpansberg district are doing all they can in the direction of coercing the burghers of the district from yielding to British rule.

Some of the measures adopted are

crucially severe.

IS DE WET MAD?

A German correspondent states that De Wet

the notorious Boer leader, is now so insane, and

displays such acts of unreasoning cruelty, that

his men threaten to kill him.

15th April.

FIERCE FIGHT IN ORANGE COLONY.

The Kimberley column has succeeded in infliction very heavy losses on the Boers in a fierce fight which occurred between Jacobsdal and Koffyfontein, in the Orange River Colony.

Eighty Boers were captured, and a number

killed and wounded.

KITCHENER BUSY.

Lord Kitchener has sent all the inhabitants

of Tylstrand to Pretoria.

Kitchener is now so important, which is gradually driving the enemy into the bleak and inhospitable regions north of Petersberg, where supplies are very scarce in winter.

16th April.

BOERS STRONG AT ZOUTPANSERO.

Over a thousand Boers have mustered under Commandant Beyers, in the Zoutpansberg district.

They have a strongly entrenched position, have mounted their Long Tom, and have the remaining portion of Kowloon Inland Lot No. 549.

The Boer trouble in North China last year

caused losses to our branch business at Tientsin and Peking, the latter being totally destroyed, and indirectly affected our trade in the country

generally. Claims for losses sustained at Tientsin and Peking have been duly lodged in the proper quarter.

The business of the Company generally con-

tinues to be of a satisfactory character.

CONSULTING COMMITTEE.

In accordance with Article 87 of the Company's Articles of Association, we have this year appointed the following gentlemen to the consulting committee:—Hon. C. P. Chater, Messrs. C. Ewings, E. Osborne, and H. P. White. These appointments require to be confirmed by you at the meeting.

AUDITORS.

The Company's accounts in London have been audited by Messrs. Hopps, Bantock and Warmington, Chartered Accountants, and those at the Head Office by Mr. Francis Maclain.

JOHN D. HUMPHREYS & SON,

General Managers.

Hongkong, 6th May, 1901.

A. S. WATSON & CO., LIMITED.

PROFIT AND LOSS.

31st December, 1900.

The following is the report of the General Manager for the year ending the 31st December, 1900, for presentation to the shareholders at the sixteenth annual ordinary general meeting of the company (since its registration), to be held at the Hongkong Dispensary, on Wednesday, the 22nd May, 1901, at twelve o'clock, noon.

We beg to lay before you a statement of the Company's business, with a balance sheet for the year ending the 31st December, 1900.

The net profits of the Company for the twelve months under review,

after paying all charges, including

72,700, the salary of the general

managers and providing for all bad

and doubtful debts, amount to

\$19,610.92.

To which has to be added the

balance brought forward from the

previous year

10,764.46

202,375.88

And from this have to be deducted

Amounts written off for depreciation

of furniture, fittings, utensils of

trade, machinery, and buildings

17,166.96

NEW ADVERTISEMENTS

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, for account of the concerned, to-day (FIDAY), the 10th May, at noon, at Kowloon Godown, 66, Castle Railings, 35, Baga Sena Leaves, 74, Baga Black Incense, 5 Baga Sundries, &c., &c., &c. Terms—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 10th May, 1901. [1213]

THE HONGKONG WEEKLY PRESS will be ready to-morrow, and will contain Leading Articles—

Indemnities and the Tariff.

Concession Hunting at Tientsin.

The Korean Loan.

The Question of the Coal Tax.

Plague and the Sanitary Authorities.

Education at Queen's College.

The Crisis: Telegrams.

The King's Message to Hongkong.

Sanitary Board.

Hongkong General Chamber of Commerce.

The Stranded Subrosa.

Now Payra Declamation Scheme.

The Special Jury Question.

New Hongkong Synagogue.

Theatre Royal.

Canton.

Northern Notes.

Correspondence.

Supreme Court.

Shanghai Races.

Royal Hongkong Golf Club.

Hongkong and Port News.

Subscription, \$12 per Annum, payable in advance; postage, 32.

Extra copies 30 cents each, cash.

Copies can be posted from the Office to addresses sent; including postage 34 cents each, or \$1 for three copies cash.

Hongkong, 10th May, 1901.

CARBOLINEUM-AVENARIUS

Used for over twenty years.

Throughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus, Rot, and Dampness.

Sole Agents for China.

LUTGENS, EINSTADT & CO.

Hongkong, 31st August, 1897. [372]

BAILEY & MURPHY.

CONSULTING ENGINEERS AND SURVEYORS.

60 & 62, Des Vaux Road.

Telephone No. 127. Telegrams "Contract."

W. S. BAILEY, M. I. M. E.

E. O. MURPHY, W. H. SC. A. M. I. M. E.

Hongkong, 4th January, 1901. [132]

SINGING, PIANO, MANDOLINE, AND GUITAR.

SIGNOR CATTANEO, having returned to the Colony, has resumed Tuition.

TERMS—\$10 per Month.

(Two Lessons per Week).

Application may be made by intending Pupils through the ROBINSON PIANO CO.

Hongkong, 22nd April, 1901. [1078-1]

LAUNCHES FOR SALE.

TWO are—Length, 62 feet over all; Breadth, 11 feet 6 inches; Depth, 6 feet 6 inches; Compound Surface Condensing Engine, 8 inches by 16 inches; Boiler, 6 by 7; Stroke, 12 inches; Working Pressure, 125 lbs.

ONE is—Length, 67 feet over all; Breadth, 12 feet 6 inches; Depth, 6 feet 6 inches; Compound Surface Condensing Engine, 9 inches by 18 inches; Boiler, 6 by 7; Working Pressure, 125 lbs.

The above Three Launches were built in Hongkong, October 1899, under the Superintendence of Captain F. D. Goddard, Marine Surveyor.

Plans and Specifications of the same can be seen at—

TUNG TAI & CO.,

Engineers and Shipbuilders, &c.,

22, Frays East, Wan Chai.

Hongkong, 15th April, 1901. [1021]

NOTICE.

WE, the undersigned, hereby notify the public that the large farm, locally known as the TAI SHANG WAI, on the East Shore of DEEP BAY; near the village of CHUK UN, between the villages of KAM TIN and SAN TIN, is the lawful property of the TANG FAMILY who have been in possession for upwards of 200 years, and that unless the written consent of the TANG FAMILY is given, the public are warned against all impostors who are eager to Sell, Lease, or Mortgage the Property clandestinely without the knowledge of the Lawful Owners.

TANG TING IU

TANG WAN TAI

TANG TIM SHUI

TANG HUNG YING

TANG SHU TAI

TANG MUN KWAI

Hongkong, 6th May, 1901. [1184]

TANG TING IU

TANG WAN TAI

TANG TIM SHUI

TANG HUNG YING

TANG SHU TAI

TANG MUN KWAI

Hongkong, 6th May, 1901. [1184]

TANG TING IU

TANG WAN TAI

TANG TIM SHUI

TANG HUNG YING

TANG SHU TAI

TANG MUN KWAI

Hongkong, 6th May, 1901. [1184]

TANG TING IU

TANG WAN TAI

TANG TIM SHUI

TANG HUNG YING

TANG SHU TAI

TANG MUN KWAI

Hongkong, 6th May, 1901. [1184]

TANG TING IU

TANG WAN TAI

TANG TIM SHUI

TANG HUNG YING

TANG SHU TAI

TANG MUN KWAI

Hongkong, 6th May, 1901. [1184]

TANG TING IU

TANG WAN TAI

TANG TIM SHUI

TANG HUNG YING

TANG SHU TAI

TANG MUN KWAI

Hongkong, 6th May, 1901. [1184]

TANG TING IU

TANG WAN TAI

TANG TIM SHUI

TANG HUNG YING

TANG SHU TAI

TANG MUN KWAI

Hongkong, 6th May, 1901. [1184]

TANG TING IU

TANG WAN TAI

TANG TIM SHUI

TANG HUNG YING

TANG SHU TAI

TANG MUN KWAI

Hongkong, 6th May, 1901. [1184]

TANG TING IU

TANG WAN TAI

TANG TIM SHUI

TANG HUNG YING

TANG SHU TAI

TANG MUN KWAI

Hongkong, 6th May, 1901. [1184]

TANG TING IU

TANG WAN TAI

TANG TIM SHUI

TANG HUNG YING

TANG SHU TAI

TANG MUN KWAI

Hongkong, 6th May, 1901. [1184]

TANG TING IU

TANG WAN TAI

TANG TIM SHUI

TANG HUNG YING

TANG SHU TAI

TANG MUN KWAI

Hongkong, 6th May, 1901. [1184]

TANG TING IU

TANG WAN TAI

TANG TIM SHUI

TANG HUNG YING

TANG SHU TAI

TANG MUN KWAI

Hongkong, 6th May, 1901. [1184]

TANG TING IU

TANG WAN TAI

TANG TIM SHUI

TANG HUNG YING

TANG SHU TAI

TANG MUN KWAI

Hongkong, 6th May, 1901. [1184]

TANG TING IU

TANG WAN TAI

TANG TIM SHUI

TANG HUNG YING

TANG SHU TAI

TANG MUN KWAI

Hongkong, 6th May, 1901. [1184]

TANG TING IU

TANG WAN TAI

TANG TIM SHUI

TANG HUNG YING

TANG SHU TAI

TANG MUN KWAI

Hongkong, 6th May, 1901. [1184]

TANG TING IU

TANG WAN TAI

TANG TIM SHUI

TANG HUNG YING

TANG SHU TAI

TANG MUN KWAI

Hongkong, 6th May, 1901. [1184]

TANG TING IU

TANG WAN TAI

TANG TIM SHUI

TANG HUNG YING

TANG SHU TAI

TANG MUN KWAI

Hongkong, 6th May, 1901. [1184]

TANG TING IU

TANG WAN TAI

TANG TIM SHUI

TANG HUNG YING

TANG SHU TAI

TANG MUN KWAI

Hongkong, 6th May, 1901. [1184]

TANG TING IU

TANG WAN TAI

TANG TIM SHUI

TANG HUNG YING

TANG SHU TAI

TANG MUN KWAI

Hongkong, 6th May, 1901. [1184]</

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA,
AND THE UNITED STATES,
CALLING AT SHANGHAI, NAGASAKI, KORE, YOKOHAMA AND
VICTORIA, B.C.

Safety. Speed. Punctuality.
Twin Screw Steamships—6,000 Tons—10,000 H.P. Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

"EMPEROR OF JAPAN" Compt. H. Mowatt, R.N. WEDNESDAY, 1st May, 1901.
"EMPEROR OF CHINA" Compt. F. J. Horton, R.N. WEDNESDAY, 8th June, 1901.
"EMPEROR OF INDIA" Compt. G. P. Marshall, R.N. WEDNESDAY, 25th June, 1901.

THE magnificient TWIN SCREW STEAMSHIPS of this Line pass through the famous
INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VAN-
COUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and
make connection at Vancouver with the CANADIAN PACIFIC RAILWAY, which leaves daily, and cross the continent
FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection
is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines,
which passengers to Great Britain and the Continent are given choice of.

Passenger Booked through to all principal points and AROUND THE WORLD. Return
tickets to various points arranged rates, Good for 4, 8, 9 and 12 months.
SPECIAL RATES (first class only) arranged to Missionaries, Members of the Naval,
Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and
Japan Government.

The attractive features of this Company's service are its PALLASIA STEAMSHIPS
(second to none in the world), the LUXURIOUSNESS OF ITS TRANSPORTATIONAL
TRAINS (the Company having received the highest award for same at recent Chicago World's
Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY
through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated
by the Company, and their appointments and Cuisine are unequalled.

SPECIAL EXTRA SERVICE.

The Company's Steamers "TARTAR" and "ATHENIAN" have now been placed
on the Line between CHINA and JAPAN PORTS and VICTORIA, as additional sailings
leaving Hongkong as follows:

"ATHENIAN" 3,882 Tons. Compt. H. Mowatt. About 2nd May.

Taking Cargo and Passengers for all points in CANADA and UNITED STATES.

In addition to their excellent Sidem Passengers accommodation, these steamers are especially
adapted for 3rd CLASS EUROPEAN PASSENGERS, and usually make the run between

YOKOHAMA and VICTORIA in 14 Days.

For further information, Mapa Guide Books, Rates of Passage and Freight, apply to

B. H. BROWN, General Agent, Pedder Street, Hongkong.

10.

Hongkong, 27th April, 1901.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTYC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO TAKE PASSENGERS AND CARGO.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PHILIPPINE TRADE.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.

DESTINATIONS. SAILING DATES.

KINSHU MARU (VICTORIA, B.C., AND SEATTLE, U.S.A., VIA SHANGHAI, KORE, MOJI AND YOKOHAMA) SATURDAY, 11th May, at 4 P.M.

F. J. Horton (MARSEILLE, LONDON, AND ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, AND PORT SAID) FRIDAY, 17th May, at DAYLIGHT.

AWA MARU (MOJI, KORE, AND YOKOHAMA) TUESDAY, 21st May, at NOON.

M. Yagi (KORE AND YOKOHAMA) FRIDAY, 24th May, at DAYLIGHT.

J. B. Macmillan (NAGASAKI, KORE AND YOKOHAMA) FRIDAY, 24th May, at NOON.

ROSETTA MARU (BOMBAY, VIA SINGAPORE, PENANG, COLOMBO, AND SYDNEY, MELBOURNE, VICTORIA, MANILA, THURSDAY ISLAND, TOWNSVILLE, AND BRISBANE) FRIDAY, 24th May, at NOON.

HOSHINO MARU (KAGOSHIMA, HAMAMATSU, AND NAGOYA) FRIDAY, 24th May, at 4 P.M.

KAGOSHIMA MARU (KAGOSHIMA, HAMAMATSU, AND NAGOYA) FRIDAY, 24th May, at 4 P.M.

For further particulars, apply to H. A. RITCHIE, Superintendent.

Hongkong, 24th April, 1901.

11.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.

DESTINATIONS. SAILING DATES.

KINSHU MARU (VICTORIA, B.C., AND SEATTLE, U.S.A., VIA SHANGHAI, KORE, MOJI AND YOKOHAMA) SATURDAY, 11th May, at 4 P.M.

F. J. Horton (MARSEILLE, LONDON, AND ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, AND PORT SAID) FRIDAY, 17th May, at DAYLIGHT.

AWA MARU (MOJI, KORE, AND YOKOHAMA) TUESDAY, 21st May, at NOON.

M. Yagi (KORE AND YOKOHAMA) FRIDAY, 24th May, at DAYLIGHT.

J. B. Macmillan (NAGASAKI, KORE AND YOKOHAMA) FRIDAY, 24th May, at NOON.

ROSETTA MARU (BOMBAY, VIA SINGAPORE, PENANG, COLOMBO, AND SYDNEY, MELBOURNE, VICTORIA, MANILA, THURSDAY ISLAND, TOWNSVILLE, AND BRISBANE) FRIDAY, 24th May, at NOON.

KAGOSHIMA MARU (KAGOSHIMA, HAMAMATSU, AND NAGOYA) FRIDAY, 24th May, at 4 P.M.

For further particulars, apply to H. A. RITCHIE, Superintendent.

Hongkong, 24th April, 1901.

12.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.

DESTINATIONS. SAILING DATES.

SUEVIA (HAUPTSTADT, HAMBURG, CALLING AT BIELEFELD) ON 21st May, Freight.

Capt. Wagner (HAUPTSTADT, HAMBURG, CALLING AT BIELEFELD) ON 21st May, Freight.

SEGOVIA (HAUPTSTADT, HAMBURG, CALLING AT BIELEFELD and PENANG) ON 31st May, Freight.

WITTENBERG (HAUPTSTADT, HAMBURG, CALLING AT SINGAPORE and COLOMBO) ON 10th June, Freight.

Capt. Hempel (HAUPTSTADT, HAMBURG, CALLING AT SINGAPORE and COLOMBO) ON 10th June, Freight.

For further particulars, apply to H. A. RITCHIE, Superintendent.

H. A. RITCHIE, Superintendent.

Hongkong, 24th April, 1901.

13.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.

DESTINATIONS. SAILING DATES.

SUEVIA (HAUPTSTADT, HAMBURG, CALLING AT BIELEFELD) ON 21st May, Freight.

Capt. Wagner (HAUPTSTADT, HAMBURG, CALLING AT BIELEFELD) ON 21st May, Freight.

SEGOVIA (HAUPTSTADT, HAMBURG, CALLING AT BIELEFELD and PENANG) ON 31st May, Freight.

WITTENBERG (HAUPTSTADT, HAMBURG, CALLING AT SINGAPORE and COLOMBO) ON 10th June, Freight.

Capt. Hempel (HAUPTSTADT, HAMBURG, CALLING AT SINGAPORE and COLOMBO) ON 10th June, Freight.

For further particulars, apply to H. A. RITCHIE, Superintendent.

H. A. RITCHIE, Superintendent.

Hongkong, 24th April, 1901.

14.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.

DESTINATIONS. SAILING DATES.

SUEVIA (HAUPTSTADT, HAMBURG, CALLING AT BIELEFELD) ON 21st May, Freight.

Capt. Wagner (HAUPTSTADT, HAMBURG, CALLING AT BIELEFELD) ON 21st May, Freight.

SEGOVIA (HAUPTSTADT, HAMBURG, CALLING AT BIELEFELD and PENANG) ON 31st May, Freight.

WITTENBERG (HAUPTSTADT, HAMBURG, CALLING AT SINGAPORE and COLOMBO) ON 10th June, Freight.

Capt. Hempel (HAUPTSTADT, HAMBURG, CALLING AT SINGAPORE and COLOMBO) ON 10th June, Freight.

For further particulars, apply to H. A. RITCHIE, Superintendent.

H. A. RITCHIE, Superintendent.

Hongkong, 24th April, 1901.

15.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.

DESTINATIONS. SAILING DATES.

SUEVIA (HAUPTSTADT, HAMBURG, CALLING AT BIELEFELD) ON 21st May, Freight.

Capt. Wagner (HAUPTSTADT, HAMBURG, CALLING AT BIELEFELD) ON 21st May, Freight.

SEGOVIA (HAUPTSTADT, HAMBURG, CALLING AT BIELEFELD and PENANG) ON 31st May, Freight.

WITTENBERG (HAUPTSTADT, HAMBURG, CALLING AT SINGAPORE and COLOMBO) ON 10th June, Freight.

Capt. Hempel (HAUPTSTADT, HAMBURG, CALLING AT SINGAPORE and COLOMBO) ON 10th June, Freight.

For further particulars, apply to H. A. RITCHIE, Superintendent.

H. A. RITCHIE, Superintendent.

Hongkong, 24th April, 1901.

16.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.

DESTINATIONS. SAILING DATES.

SUEVIA (HAUPTSTADT, HAMBURG, CALLING AT BIELEFELD) ON 21st May, Freight.

Capt. Wagner (HAUPTSTADT, HAMBURG, CALLING AT BIELEFELD) ON 21st May, Freight.

SEGOVIA (HAUPTSTADT, HAMBURG, CALLING AT BIELEFELD and PENANG) ON 31st May, Freight.

WITTENBERG (HAUPTSTADT, HAMBURG, CALLING AT SINGAPORE and COLOMBO) ON 10th June, Freight.

Capt. Hempel (HAUPTSTADT, HAMBURG, CALLING AT SINGAPORE and COLOMBO) ON 10th June, Freight.

For further particulars, apply to H. A. RITCHIE, Superintendent.

H. A. RITCHIE, Superintendent.

Hongkong, 24th April, 1901.

17.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.

DESTINATIONS. SAILING DATES.

SUEVIA (HAUPTSTADT, HAMBURG, CALLING AT BIELEFELD) ON 21st May, Freight.

Capt. Wagner (HAUPTSTADT, HAMBURG, CALLING AT BIELEFELD) ON 21st May, Freight.

SEGOVIA (HAUPTSTADT, HAMBURG, CALLING AT BIELEFELD and PENANG) ON 31st May, Freight.

WITTENBERG (HAUPTSTADT, HAMBURG, CALLING AT SINGAPORE and COLOMBO) ON 10th June, Freight.

Capt. Hempel (HAUPTSTADT, HAMBURG, CALLING AT SINGAPORE and COLOMBO) ON 10th June, Freight.

For further particulars, apply to H. A. RITCHIE, Superintendent.

H. A. RITCHIE, Superintendent.

Hongkong, 24th April, 1901.

18.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.

VESSELS ON THE BERTH.

OCEAN STEAMSHIP COMPANY.

OUTWARDS	STEAMERS	DATE
FROM GLASGOW and LIVERPOOL.	"MACHAON"	On 14th May.
GLASGOW and LIVERPOOL.	"ACHILLES"	On 16th May.
GLASGOW and LIVERPOOL.	"PROMETHEUS"	On 30th May.

HOMEBWARDS.

FOR	STEAMERS	TO SAIL
LONDON	"ANTENOR"	On 14th May.
LONDON	"CALICHS"	On 28th May.
LONDON	"MACHAON"	On 11th June.
LIVERPOOL	"PYRRHUS"	On 10th May.
(Taking cargo at London Rate)	"ULYSSES"	On 18th May.
LIVERPOOL, DIRECT.		
(Taking cargo at London Rate)		

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS O. S. S. Co.

Hongkong, 20th April, 1901.

CHINA NAVIGATION CO.,
LIMITED.

FOR	STEAMERS	TO SAIL
MOUL	"KALGAN"	On 12th May.
TOKOHAMA and KORE	"CHANGSHA"	On 18th May.
AMOY and SHANGHAI	"WOOUNG"	On 14th May.
FOOCHOW	"WUHU"	On 14th May.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS

Hongkong, 10th May, 1901.

THE OSAKA SHOSEN KAISHA,
LIMITED.FOR TAMSUI VIA SWATOW AND
AMOY.

THE Company's Steamship

"DAIJIN MARU."

Captain T. Ogata, will be despatched for the
above ports on SUNDAY, the 12th instant.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 8th May, 1901.

[17]

THE OSAKA SHOSEN KAISHA,
LIMITED.FOR SWATOW, AMOY, AND
TAIWANFOO.

THE Company's Steamship

"AKASHI MARU."

Captain K. Sudo, will be despatched for the
above ports on WEDNESDAY, the 15th

May, at DAYLIGHT.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 1st May, 1901.

[18]

AUSTRIAN LLOYD'S STEAM NAVIGA-
TION COMPANY.

STEAM FOR

SINGAPORE, PENANG, RANGOON,
COLOMBO, ADEN, SUEZ, PORT
SAID, FIUME AND TRIESTE.(Taking cargo at through rates to the BRAZIL,
to SOUTH AMERICA, RED SEA, BLACK
SEA, LEVANT, VENICE and
ADRIATIC PORTS).

THE Company's Steamship

"GISELA."

Captain Mosa, will be despatched as above on
WEDNESDAY, the 15th May, P.M.For information as to Passage and Freight,
apply toSANDER, WIELER & CO.,
Agents.

Hongkong, 25th April, 1901.

[19]

COMPAGNIE DES MESSAGERIES
MARTIMES.

PAQUEBOT-POSTE FRANCAIS.

NOTICE

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,
COLOMBO, BOMBAY, ADEN, EGYPT,
MARSEILLES, MEDITERRANEAN
AND BLACK SEA PORTS,
LONDON, HAVER, BORDEAUX,
ALSO

POETS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 20th May, 1901, at

1 P.M., the Company's Steamship

"INDUS", Captain Kinsler, with Mails,

Passengers, Specie and Cargo, will leave this

port for MARSEILLES via COLOMBO with

the s.s. Polyphemus, which vessel takes on her P.

Passengers and Mails, leaving port on the 1st

June, direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon,

Cargo will be received on board until 4 P.M.

Specie and Parcels until 3 P.M. on the 19th

inst. (Parcels are not to be sent on board;

they must be left at the Agency's Office). Con-

tents and V. A. of Parcels are required.

For further particulars, apply at the Com-

pany's Office.

G. DE CHAMPAUX,
Agent.

Hongkong, 8th May, 1901.

[20]

THE OSAKA SHOSEN KAISHA,
LIMITED.FOR FOOCHOW VIA SWATOW AND
AMOY.

THE Company's Steamship

"ANPING MARU."

Captain S. Amano, will be despatched for the

above port on WEDNESDAY, the 22nd May,

at DAYLIGHT.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 8th May, 1901.

[21]

VESSELS ON THE BERTH

U. S. MAIL LINES.

PACIFIC MAIL S.S. CO. OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES,

MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE

VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING
STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

"CHINA" SATURDAY, 25th May, at NOON.

"DORIC" SATURDAY, 1st June, at NOON.

"PERU" TUESDAY, 18th June, at NOON.

"COPTIC" THURSDAY, 27th June, at NOON.

"CITY OF PEKING" SATURDAY, 13th July, at NOON.

"GAELIC" TUESDAY, 23rd July, at NOON.

THE P. M. Co.'s Steamship, "CHINA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU on SATURDAY, the 25th inst., at Noon, taking Freight for Japan, United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all transatlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

Passengers holding orders for OCEANLAND CITIES in United States have between San Francisco and Chicago the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Points, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets, but who have paid full-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 3 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold or over) destined to points beyond San Francisco in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEO. ECKLEY, ACTING AGENT.

Hongkong, 6th May, 1901.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS

in CHINA and JAPAN for the above Line

are prepared to issue THOROUGH BILLS

OF LADING for all the principal ports in

SOUTH AFRICA, in connection with INDO-

CHINA STEAM NAVIGATION Co.'s forthcoming

service hence to CALCUTTA. Sailings from

CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars,

apply to

DOWDELL & CO., LIMITED,

General Agents for China and Japan.

Hongkong, 4th August, 1897.

HONGKONG STEAMERS.

Asturia, German str., 5,285, Wendt, May 9.

Carlowitz, German str., 2,444, Mowatt, April 8.

Athenian, British str., 1,483, Clark, May 3.

Benaki, British steamer, 1,483, Clark, May 3.

Hughes & Hough

Benlomond, British str., 1,752, Hatton, May 6.

Bradley & Co.

Bergenhus, Norw. str., 2,344, Svendsen, May 9.

Dido, cruiser, 1,212 tons, 12 guns, 6,500 h.p.

Endymion, cruiser, 7,350 tons, 12 guns, 10,000 h.p.

Ferdinand, British str., 1,510, W. H. Henderson, C. M. G., at Weihaiwei

Esk, gunboat, 363 tons, 3 guns, 200 h.p., Lieut.-Comdr. C. P. Capt. F. H. Henderson, C. M. G., at Weihaiwei

Fitzroy, sloop, 6,500 h.p., Comdr. Sir B. S. Wrey, Bart., at Shanghai

Gibraltar, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut.-Comdr. E. A. Beard, at Weihai

POST-OFFICE NOTICES.

50/- Parcel Mail for Europe, &c., by the ss. *Borisarad*, will close at 3 p.m. to-day. The *Bengal* with the English Mail of the 15th April, left Singapore on Sunday, the 11th inst., at noon, and may be expected here to-day. This packet brings reply to letters despatched from Hongkong on March 14th. The China, with the American Mail of the 17th ult., left Yokohama on Wednesday the 8th inst., at daylight, and may be expected here on or about Thursday the 16th inst.

MAILS WILL CLOSE.

FOR P.M. DAY AND HOUR.

Canton, Friday, 10th, 7.30 A.M.
Bangkok, Friday, 10th, 9.00 A.M.
Hainan, Friday, 10th, 11.00 A.M.
Weihaiwei, Friday, 10th, 11.00 A.M.
Sydney, Friday, 10th, 1.00 P.M.
Macao, Friday, 10th, 1.15 P.M.
Singapore, Friday, 10th, 2.00 P.M.
Shanghai, Friday, 10th, 3.00 P.M.
Kumchuk and Samshui, Friday, 10th, 3.00 P.M.
Manila, Friday, 10th, 4.00 P.M.
Sandakan, Friday, 10th, 5.00 A.M.
Canton, Saturday, 11th, 10.00 A.M.
Singapore, Penang and Bombay, Europe, &c., India via Tuticorin, (Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents), (Supplementary mail on board up to the time fixed for departure of the mail Extra postage 10 cents).

Shanghai, Moji, Kobe, Yokohama, Victoria B.C. and Seattle, U.S.A.
Shanghai, Manilla, Yuenlong, Amoy and Tamsui, Moji, Kobe and Yokohama, Amoy and Shanghai, Foochow.

Europe, &c., India via Tuticorin, (Late Letters 10.55 to 11.15 A.M. Extra Postage 10 cents).

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA AND VANCOUVER, B.C. (Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents).

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO, (Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents).

Singapore, Penang and Rangoon.

TO-DAY.

Sale, Raisins, &c., Kowloon Godowns, Hughes & Hough, noon.
TO-MORROW.

Sale, Curios, Sales R.v.s., Geo. P. Iannert, 2 p.m.
Sale, Launch *Nan Chee*, Hughes & Hough.

COMMERCIAL.

CLOSING QUOTATIONS.

THURSDAY, 9th May.

ON LONDON.— Telegraphic Transfer 1/11.
Bank Bills, on demand 1/11.
Bank Bills, at 30 days' sight 1/11.
Bank Bills, at 4 months' sight 1/11.
Credits, at 4 months' sight 2/0.
Documentary Bills, 4 months' sight 2/0.
ON PARIS.— Bank Bills, on demand 2/47.
Credits, at 4 months' sight 2/31.
ON GERMANY.— On demand 2/00.
ON NEW YORK.— Bank Bills, on demand 4/1.
Credits, 60 days' sight 4/8.
ON BOMBAY.— Telegraphic Transfer 147.
Bank, on demand 147.
ON CALCUTTA.— Telegraphic Transfer 147.
Bank, on demand 147.
ON SHANGHAI.— Bank, at sight 72.
Private, 30 days' sight 73.
ON YOKOHAMA.— On demand 2/4 p.m.
ON MANILA.— On demand 2/1 p.m.
ON SINGAPORE.— On demand 1 p.m.
ON BATAVIA.— On demand 117.
ON HAIPHONG.— On demand 2/1 p.m.
ON SAIGON.— On demand 2 p.m.
ON BANGKOK.— On demand 6/1.
SOVEREIGNS, Bank's Buying Rate \$10.08
GOLD LEAF, 100 fine, per tael 852.
BAE SILVER, per oz. 7/1.

OPUM.

Quotations are:— Allow 'ce net. to 1 catty.
Malwa New \$830 to — per picul.
Malwa Old \$840 to 850 " "
Malwa Old \$860 to 870 " "
P. P. wrapped \$830 to — "
Persian fine quality \$850 to — "
Persian extra fine — to — "
Patna New — to — per chest.
Patna Old \$840 to — "
Banaras New — to — "
Banaras Old \$857 to — "

VESSELS EXPECTED.

THE ENGLISH MAIL. The P. & O. steamer *Bengal* left Singapore for this port on the 5th inst., at noon, with the outward English mails, and is due here to-day, at about 6 a.m.

THE GERMAN MAIL. The Imperial German mail steamer *Hamburg*, carrying the German mails with dates from Berlin of the 15th ult., left Colombo on the 5th inst., p.m., and may be expected here on or about Tuesday, the 14th inst.

THE AMERICAN MAIL. The P. M. steamer *China* with mails, &c., from San Francisco to the 17th ult., via Honolulu, has arrived at Yokohama, and left for this port on Wednesday morning, the 8th inst., via Inland Sea, Kobe, Nagasaki, and Shanghai.

The O. & O. steamer *Doric*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 25th ult.

THE CANADIAN MAIL. The C. P. R. steamer *Empress of China* left Vancouver on Tuesday, the 7th inst., for this port via the usual Japanese ports of call.

MECHANIC STEAMERS. The N. Y. K. steamer *Mike Maru* (Bombay Line) left Bombay via Singapore for this port on the 29th ult., p.m., and is expected to arrive here on the 17th inst., a.m.

The N. Y. K. steamer *Victoria* has arrived at Yokohama, and sailed for Hongkong on the 1st inst.

The N. P. steamer *Asama* has arrived at Yokohama, and sailed for Hongkong on the 1st inst.

YOBARI AND SORACHI COALS.

HOKKAIDO TANKO TETSUDO, KAISHA.

HOKKAIDO COLLIERY AND RAILWAY CO.

CAPITAL ANNUAL OUT-PUT YEN 12,000,000 TONS

PORTS OF EXPORT—

OTARU AND MURORAN.

THE celebrated Yobari and Sorachi Coals are widely known as the best and most economical Japanese Coals. The Coals can be obtained at Tokyo, Yokohama, Otaru, Muroran, Shanghai, Hongkong, and other principal ports.

OFFICE: MINAMI, HIDAMACHI, TOKYO, JAPAN.

Telegrams: "TANKO" TOKYO.

HUGHES & HOUGH, Agents for Hongkong.

194

THOSE

who

habitually

INVESTIGATE

will only

buy

PIANOS

and

Musical

Goods

AT THE ROBINSON PIANO CO., LTD.

QUEEN'S ROAD CENTRAL, Hongkong, 3rd May, 1901. [496]

NOTICE.

TO THE PUBLIC AND OFFICERS OF SHIPS.

When in MOUL go to

THE AMERICAN HOUSE.

Where good European Accommodation can be obtained at Yen 3 per day.

Address: NISHI HON-MACHI, ITCHOME, Moji, 17th January, 1901.

JOINT STOCK SHARES.

KONGKONG, 9th May.

STOCKS. NO. OF SHARES. ISSUE VALUE. PAID UP.

LAST DIVIDEND.

CLOSING QUOTATIONS.

BANKS.

Hongkong and Shanghai Banking Corporation 80,000 \$125 125 30/- div. 10/- bonus 10/- per cent. for half year 100 p. u. pr. = 4012, London 203.

Bank of China & Japan, Ltd. 109,675 25 21 None 25.50.

De Uttered 1,200 25 21 1/2 for 1899.

National Bank of China, Ltd. 19,370,000 250 21 1/2 at 2/1 = 11.50 for '99.

Do. Founder's Shares 50,000 250 21 None 15. sellers.

MARINE INSURANCES.

Union Ins. Society, Co., Ltd. 10,000 \$250 150 10 p. c. = 250 for 1899.

China Traders Ins. Co., Ltd. 22,000 \$3,333 125 100/- for 1899 on Jan 30/4000.

North China Ins. Co., Ltd. 5,000 \$100 225 1/2 for 1899.

Yangtze Ins. Assocn., Ltd. 8,000 \$100 200 10/- c. for 1897.

Canton Insur. Office, Ltd. 10,000 \$250 150 12 for 1899.

Strata Insurance Co., Ltd. 30,000 \$100 220 5 per cent. for 1895.

FIRE INSURANCES.

Hongkong Fire Ins. Co., Ltd. 8,000 \$250 150 10 p. c. = 250 for 1899.

China Fire Ins. Co., Ltd. 20,000 \$100 220 100/- for 1899.

SHIPPING.

Hongkong, Canton and Macao S. B. Co., Ltd. 80,000 \$15 21 1/2 for half year.

Indo-China S. N. Co., Ltd. 60,000 \$10 21 1/2 for 1899.

China & Mania S. S. Co., Ltd. 6,000 \$50 25 5 per share = 10 p.

Douglas Steamship Co., Ltd. 20,000 \$60 250 12 per cent. for year ending 30/4/85.

China Mutual S. N. Co., Ltd. 20,000 \$10 210 1/2 for 1899.

Do. Ordinary 20,000 \$10 210 1/2 in 1/2 p. c. on 1899.

Do. do. 10,000 \$10 210 1/2 in 1/2 p. c. on 1899.

Star Ferry Co., Limited 10,000 \$10 210 1/2 for 1899.

Shanghai Transport & Trading Co., Limited 2,000,000 \$1 21 1/2 for half year.

REFINERIES.

China Sugar Refining Co., Limited 20,000 \$100 400 1/2 for 1899.

Do. Limited Preference 20,000 \$100 400 1/2 in 1/2 p. c. on 1899.

Do. Ordinary 20,000 \$100 400 1/2 in 1/2 p. c. on 1899.

Star Ferry Co., Limited 10,000 \$10 210 1/2 for 1899.

MINING.

Punjab Mining Co., Ltd. 30,000 \$10 20 None 27. sales.

Do. Preference 30,000 \$1 21 None 32. sales.

Sociedad Espanola de Charbonnages du Tonkin 16,000 \$250 250 None 32. sellers.

Queens Mines, Limited 400,000 25 cts. 22 cts. None 7 cents. sellers.

Johns Mining and Trading Company, Ltd. 45,000 \$6 56 None 35.20.

Raub Australian Gold Mining Co., Limited 200,000 \$1 21 1/2 1/2 per share = 22 cts. 12th div.

Oliver's Freehold Mines, Limited 15,000 \$5 25 None 11. sellers.

Docks, WHARVES, &c.

Hongkong and Wharves, Dock Co., Limited 50,000 \$60 150 10 p. c. & 14 p. c. bonus, 1/2 year old 100/-.

Final 50 on account 1899.

Int. of 5 p. c. on account for 1900.

Int. of \$1. Final for 1899 = 22 p. c. for 1899.

Int. of 5 per cent. for 1899.

Final 50 on account 1899.